

THE BULLETIN

NATIONAL RAILWAY
HISTORICAL SOCIETY



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1972



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Patrick E. Purcell

COVER PHOTO: St. Louis Union Station, a monument to the golden age of rail-roading. Although this is a recent view, the outward appearance of the building has changed little from the original.

Patrick E. Purcell

OPPOSITE: Tracks on the west end of the station beyond the trainshed were later additions to the plant and now stand weed-grown and unused.

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The Society was founded in 1935 and incorporated in Maryland in 1937 as a non-profit organization for historical and educational purposes.

There are three classes of membership, Associate, Chapter and Family. Chapter members are those who affiliate with a local chapter. For information regarding chapter membership, meetings and local activities, write to the Chapter Director who lives nearest to you. Associate members are those who do not live near a chapter or who do not care to affiliate with a local unit.

National dues are \$4.50 per year for Associates and \$4.00 per year for Chapter members. Chapter dues are in addition to National dues. Family memberships are \$1.00 per year and are open to wives, mothers, daughters, nieces and aunts of and domiciled with either a Chapter or Associate member. They do not have the right to hold national office and do not receive the Bulletin. The purpose of this class of membership is to encourage entire families to participate in the Society's work.

The Society's official publication, the Bulletin, is sent free to all Associate and Chapter members. All National and Chapter Officers and Directors serve voluntarily and without remuneration.

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EURAILPASS HOLIDAY

John J. Bowman, Jr.

Photos by the Author

This article describes a 1971 tour of Luxembourg, Belgium, Holland, Germany, Austria, and Switzerland using a 21-day Eurailpass. The pass was used for 3,474 miles of first class travel. At \$110, the cost was 3.17 cents per mile. The itinerary was planned with the use of Cook's *Continental Timetable*, which is published monthly by Thomas Cook and Son, of London, England. Most of the trains ridden were on time, or nearly so, so planning fairly close presents no problem. It is suggested that anyone planning a European trip have a travel agent secure their hotel reservations in advance, because hotels are often fully occupied, and this saves valuable time which would otherwise be consumed in hunting a room.

Rail travel began and ended in Luxembourg, with transportation to and from New York via Icelandic Airlines. The first use of the Eurailpass was on a short trip to Wiltz and return on the Luxembourg Railways.

The following day was spent traveling to Den Haag, with a stopoff in Brussels and a side trip to Ostend. This was possible because of the frequent service on the lines of the Belgian National Railways. At Ostend, it is still possible to take a ride on meter gauge country tram lines of the Vicinal Railways.

Most of the lines of the Netherlands Railways have service at least hourly, many more often, thus it is possible to stay in one city and explore Holland by train, avoiding frequent packing and unpacking. One day was spent exploring Den Haag, using its excellent, all-PCC tram system and another day in Amsterdam (40 minutes from Den Haag by train). The final day in the Netherlands was a circle tour by train through

northeastern Holland, which is less densely populated than the Den Haag-Amsterdam-Rotterdam area.

Both Amsterdam and Den Haag have excellent public transportation, mainly by tramway. Multiple ride tickets are available which can be used for exploring these cities. Delft is a short distance from Den Haag, by train or tramcar, and is worth visiting for the old buildings and the canals. This city is the home of the famous Delft pottery. Rotterdam also has an excellent tram system and a new rapid transit line.

The next move was to Cologne, West Germany. Although this can be reached quickly from Amsterdam on one of the "Trans-Europ Express" trains, a less direct route was chosen, going first to Rheine, Germany. Here several hours were spent observing and photographing railway activity. This is one of the few places where steam locomotives can still be seen in large numbers. From here the train to Cologne was steam-powered (by a Pacific-type) for the first 25 miles to Munster, then by electric locomotive.

Cologne was the base for the next three days. First was a ride to Koblenz to Trier and Saarbrücken. The line from Koblenz to Trier follows the Moselle River, through an interesting grape-growing region, home of the Moselle wine. Trier is an interesting city, and has some Roman ruins. The Eurailpass is also good on boats on the Moselle River.

Another day's trip was to Bonn on the Köln-Bonner Eisenbahnen, a high speed interurban reminiscent of the Chicago, North Shore & Milwaukee. From Bonn the ride continued by tramcar to Mehlem, on the west bank of the Rhine and to Bad Honnef on the east

(Continued on Page 13)



Above, Societe des Transports Intercommunaux de Bruxelles (Brussels Public Transport System) equipment at Brussels' Nord Station, April 29, 1971. Left to right, Car 4027 is on Route 52; Car 4033 services Route 90 and the unidentified car is on Route 81. All are standard gauge. Below, Societe Nationale des Chemins de Fer Vicinaux (Vicinal National Railways) meter-gauge Motor Car 10002 and trailer at Knokke, Belgium, terminal of the line from Ostend, April 29, 1971.







Opposite page, upper, Gemeentevervoerbeary Amsterdam (Amsterdam City Transit System) eight-axle standard-gauge articulated Car 622 in front of Central Station, Amsterdam, May 1, 1971. Middle, Nederlandsche Spoorwegen (Netherlands Railways) electric motor mail car at Hollandse Spoor Station, The Hague, May 1, 1971. Lower, Haagsche Tramweg Maatschappij (Hague Tramway Company) PCC Car 1142 on Route 9, at Modurodam, near The Hague, April 30, 1971, crossing one of the country's many canals. Above, Koln-Bonner Eisenbahnen (Cologne-Bonn Railways) permanently-coupled 2-car motor set ET60 arriving at Hohenzollernbrücke Station, Cologne, Germany, May 5, 1971. This is the terminus of the "Rheinuferbahn" route from Bonn via Wesseling. The graceful stone-arch bridge carries the Deutsche Bundesbahn over the Rhine to Hauptbahnhof. Cars are series ET43-60 built by Westwaggen in 1950-56. Below, Bonner Verkehrsbetriebe (Bonn Transit) standard-gauge two-car train of eight-axle articulateds on Route H from Bonn, north of Bad Honne terminus. View is looking north, with Drachenfels Mountain in the distance. Lead car is 411 of Series 401-412 from Duwag, 1960-65.







Opposite page, upper, Wiener Stadtwerke Verkehrsbetriebe (Vienna City Transit) standard gauge single-truck Car 557 and two trailers on Route E, running eastward on temporary track around subway construction at Karlsplatz, Vienna, May 12, 1971. Middle, Linzer Elektrizitäts und Strassenbahn, A.G. (Linz Electricity and Street Railway Company) Car XI (rear) ready to leave Bergstation, summit of Postlingerbergbahn, Linz, Austria, May 10, 1971. This is an adhesion mountain line of three kilometers with a nominal grade of 10.5% owned by ESG but operated separately from the city system. Lower, Nürnberg-Fürth Strassenbahn (Nürnberg-Fürth Street Railway) six-axle articulated Car 302 and trailer on loop opposite Tiergarten terminus of standard gauge Route 3, Nürnberg, Germany, May 8, 1971. Above, Rheinische Bahn Gesellschaft (Rhenian Railway Company) standard gauge equipment at Jun Willemplatz, Düsseldorf, Germany, May 6, 1971. Car at left is an eight-axle articulated, No. 1265 on Route K to Krefeld (21 km.); at right is eight-axle articulated Car 2497 on Route D to Duisburg (25 km.), operated jointly with Duisburg Transit. Below, Duisburger Verkehrs Gesellschaft (Duisburg Transit Company) single-truck Car 1193 on loop after departing terminus of Route 4 at Ruhrort, Germany for Wildstrasse, May 6, 1971. Series consists of Cars 1181-1199, products of Verdingen in 1927-29.





Opposite page, upper, Deutsche Bundesbahn (German Federal Railways) three-cylinder 4-6-2 No. 012-055-0 at Rheine, Germany, May 3, 1971. Middle, south-bound freight, powered by a 2-10-0, on Moselle River bridge south of Bullag station, May 4, 1971. Lower, Bayerische Zugspitzbahn (Bavarian Zugspitz Railway) meter gauge electric locomotive No. 3 and train bound for Garmisch-Partenkirchen over adhesion section of line at Grainau, Germany, May 9, 1971. Rack section stretches from here to Schneefernerhaus, in the Bavarian Alps. Locomotive was built by AEG Berlix, 1929. Right, Wiener Staatwerke Verkehrsbetriebe standard gauge single-truck Car 4401 and two trailers on Route A westbound on Opern Ring at Operngasse, Vienna, May 12, 1971. Vienna State Opera House is in background.



bank. The line to Bad Honnef passes the Drachenfels Mountain, which has a rack and pinion railway to the summit. One advantage of seeing a city or area by regular public transportation, such as tramcars and local buses, is that more of the local people, and fewer tourists are seen.

Further exploration of this type was done by going from Cologne to Dusseldorf by train, taking one interurban tram line to Duisburg and another from there to Dinslaken and return. These cities are in the Rhine-Ruhr industrial area, and are not usually frequented by tourists. Most of the cities in this area have excellent tram networks, many of them interconnected. A good detailed description of this area is in the book *Europe's Greatest Tramway Network* by Frits van der Gragt.

Next came Frankfurt. Instead of taking the generally used route along the Rhine, a cross-country train over secondary rail lines via Siegen and Giessen was used. The 8:43 A.M. train from Cologne goes through by this route without change. This route has pleasant rural scenery most of the way. The afternoon in Frankfurt included a sightseeing bus trip. These sightseeing tours are narrated in several languages, including English. Frankfurt has an excellent tram system which is being put underground in the most congested areas.

After continuing to Nurnberg that evening on one of the frequent trains, the next day was spent in that city. A "must" in Nurnberg is the Transport Museum. This well-arranged museum shows old-time railroading and, in addition, stresses modern railroading.

The next point on the itinerary was Munich — the gateway to the Bavarian

Alps. The day in this area included taking a German Federal Railways train to Garmisch-Partenkirchen and from there the narrow gauge, electrified Bavarian-Zugspitze Railway through magnificent Alpine scenery to Schneefernerhaus. Then followed a cable car to Zugspitzipfel, the summit of Germany's highest mountain. Returning by the same route, there was a stop-off between trains at Grainau, the point at which B-Z trains change from adhesion electric to rack operation.

Next, on to Vienna, Austria. There are a number of through electric trains via German Federal and Austrian Federal, and most of this route is through very attractive scenery. Between Linz and Vienna, this line follows the Danube Valley. Incidentally, the Eurailpass can also be used on Danube River steamers. Linz, Austria, provides a good reason for a stopover in the form of an interesting electric mountain tramway to Postlingberg: a local tram system with both old and modern cars and some interesting old buildings, including the castle of Emperor Frederick III. However, this is mainly an industrial city and a stopover at Salzburg would probably be more interesting to the average tourist.

Although only two days were spent in Vienna, there is enough of interest there to spend two weeks. Vienna has a very extensive tramcar system with everything from single truck cars pulling several trailers to modern streamlined articulated cars. Subways are now being dug to get the tramcars off the busier streets. There is also the "Schnellbahn", which is a rapid transit system of multiple unit cars operating on tracks of the Austrian Federal Rail-



Opposite page, upper, Stubaitalbahn (Stubaital Railway) meter gauge Motor No. 2 and trailer approaching Stubaitalbahnhof, Innsbruck, Austria from Fulpmes, May 14, 1971. Middle, Vereinigte Bern-Worb Bahnen (Bern-Worb United Railways) Motor 35 and Trailer 83 at Kirchenfeld terminal on Thunstrasse, Berne, Switzerland, May 18, 1971. Cars at left are Stadtische Verkehrsbetriebe Berne (Berne City Transit) Motor 121 and Trailer 330 on Route 5. Both lines are meter gauge. Lower, Innsbrucker Verkehrsbetriebe (Innsbruck Transit) meter gauge, double-truck Car 64 on Route 1, near Hungerberg Bahn terminal of line, entering Conrad Strasse, Innsbruck, Austria, May 15, 1971. Right, Oesterreichische Bundesbahnen (Austrian Federal Railways) electric locomotive No. 1245.524 with east-bound freight at Wald am Schoberpass, Austria, May 13, 1971.



ways. The Wiener Lokalbahnen is a meter gauge interurban running southward to Baden using old double truck motor cars pulling several trailers, equipped with vacuum brakes.

The trip to Innsbruck purposely took a circuitous route to see more of the Austrian scenery, using the *Romulus* (Vienna-Rome) as far as Bruck-an-der-Mur, over the Semmering Pass. Here a transfer was made to a semi-local train on a cross-country route to Bischofshofen. Rejoining the main line, a ride on the *Arlberg Express* concluded the day to Innsbruck.

The next two days were spent in Innsbruck and vicinity. There is a funicular to Hungerberg and a cable car from there to Seegrube. The Stubaitalbahn is a meter gauge mountain tramway to Fulpmes, passing through magnificent scenery. Another interesting trip is by tram route 4 to Solbad Hall, and a walk through the narrow streets of the old part of this town. This is a side of the road operation, and uses old double truck motor cars pulling very small single truck trailers. The city cars of the Innsbrucker Verkehrsbetriebe are modern double-truck, articulated cars, but the cars used on the lines to Solbad Hall and to Bad Igls are vintage types which take one back 50 years or more.

An interesting half-day can be spent by taking a train on the main line to Jenbach, and then the narrow gauge Zillertalbahn to Mayrhofen. This line has some steam locomotives, and while operating partly as a tourist railroad for steam enthusiasts, also carries freight and does considerable passenger business for local people — a good opportunity to meet the local people, away from the principal tourist routes.

From Innsbruck, our route used a through train via the Arlberg Tunnel and Buchs, to Zurich, Switzerland. From Zurich to Berne there are several routes, the longest one going first to Lucerne, and changing there to the electrified meter gauge Brunig line of the Swiss Federal Railways. The steepest-graded parts of this line are worked by rack and pinion, and there are some spectacular views. This line goes to Interlaken, where a change was made to a standard gauge train to Berne.

Space does not permit a complete description of Switzerland. It is traversed by railways of all descriptions, both narrow and standard gauge. Several vacations could be spent in Switzerland alone. Completing the tour was a Swiss Federal train to Basle, then a through train to Luxembourg via the French National Railways.

ST. LOUIS UNION STATION

Patrick E. Purcell

Camelot came to St. Louis Union Station on October 16, 1971, when for one evening the ancient structure had a renewed moment of glory as the site for the city's annual Camelot charity auction. The great hall was transformed into a medieval setting with suits of armor, banners, red carpets, candelabra, and vast quantities of flowers and potted palms. Arriving guests were greeted by trumpeters and mounted horsemen.

Brief as it was, the gala at Union Station served to reflect the dreams of its designers and builders who, on the evening of September 1, 1894 had witnessed the opening ceremonies for what was then the world's largest railroad passenger terminal. Then as now, it was one of the most beautiful stations — indeed one of the handsomest buildings — ever erected in America, richly deserving of its official designation by the Federal government as a national historic landmark.

A German-born St. Louis architect, Theodore C. Link, although comparatively obscure, had won the design award in competition with several nationally-known firms. Because the city had been founded by the French and named for the sainted King Louis IX, Link conceived of the station in terms of a gateway to a medieval walled city. Built of grey Bedford stone, the station has several tower projections and an irregular steeply-sloped chateau-style roof profile. The facing stone is rough cut at the base of the building and becomes progressively more smooth-faced at its highest points. A clock tower rising 263 feet above the track level is its outstanding feature.

Over 20,000 invited guests had come on opening night to hear four bands and to see what was acclaimed as the "grandest and most perfectly appointed railway station on the continent." The building had cost \$2,753,000 and the total for grounds and buildings had reached the then very considerable sum of \$6.5 million.

After the crowds had left, the station settled down to its business of handling trains. The first into the station was the *Vandalia Fast Mail* at 1:45 AM on September 2, 1894, and the first outbound movement was the St. Louis, Keokuk and Northwestern's *Fast Mail* which departed at 2:50 AM.

Twenty-two railroads operated into the station at the time of its opening. By 1914 the terminal was handling 290 trains for 27 lines. December, 1920 saw 269 trains daily for 18 railroads: Baltimore & Ohio, ten; Chicago & Alton, 22; Chicago, Burlington & Quincy (east), 4; CB&Q (west), 15; Chicago & Eastern Illinois, six; Chicago, Rock Island & Pacific, four; the Big Four, 20; Illinois Central (north), eight; IC (south), ten; Louisville & Nashville, eight; Missouri-Kansas-Texas, eight; Missouri Pacific (west), 30; MP (south), 13; MP (Illinois), two; Mississippi River & Bonne Terre, four; Mobile & Ohio, six; Pennsylvania, 21; St. Louis-San Francisco, 34; St. Louis Southwestern, two; Southern, six; Toledo, St. Louis & Western, four; Wabash (west), 15; Wabash (east), 17.

More than 22 million passengers used the station during the peak war year of 1943. As late as 1946-47, sleeping cars originating at Union Station terminated at 53 different destination cities and the passenger had a choice of two or more routes to many of these terminal points.

Unlike many other major terminals in the U.S., commuter operations were always a small part of the total picture. Accordingly, few stations of its size have suffered the decline in traffic that has befallen St. Louis Union. From a peak of 42 tracks, the plant has now been reduced to 26 operable tracks. All Amtrak trains arrive and depart from just two of these: Gulf, Mobile & Ohio uses Track 15, the Penn Central-Missouri Pacific *National Limited* Track 17. Each day sees a grand total of three arrivals and three departures.



Patrick E. Purcell

The Market Street entrance to Union Station.

The east end of the vast trainshed is now a parking lot, where many tracks have been removed to provide replacement rail elsewhere. During periods of heavy rain large areas of the concourse are roped off to protect the few remaining passengers from spreading lakes, and the shed itself is riddled with holes that provide a series of miniature waterfalls. Virtually all of the amenities have disappeared along with the passengers: the famed Fred Harvey Restaurant and the once-fashionable Terminal Hotel closed their doors in 1970.

The station building is owned by the Terminal Railroad Association of St. Louis, which traces its history from the construction of the Eads Bridge across the Mississippi River in 1874. Built by a firm with the simple but descriptive name of The Bridge Company, the property was leased to the Missouri Pacific and Wabash Railways, both of which were controlled at the time by Rail Tycoon Jay Gould. As was the usual case with Gould operations, a dispute soon arose with rival lines over alleged discrimination in trans-river train movements. The result was formation in 1889 of a terminal railroad to assume the management of bridge and yard facilities in the St. Louis area, which

would allow access to all line-haul carriers on an equal basis.

A second purpose of TRRA was to construct a modern passenger terminal to serve all of its member lines. The old Union Station at 12th and Poplar Streets was obsolete and by 1892 excavation had begun at the new site on Market Street between 18th and 20th. The cornerstone was laid on July 8, 1893.

As originally constructed, the building was 606 feet long on its Market Street front and 80 feet deep. The train concourse or midway, directly behind the station building proper, measured 606 feet by 50 feet. The trainshed covering 30 tracks was 606 by 707 feet. All arriving trains backed into the ten center tracks, which required additional time but had the advantage of placing the passengers nearer the station building as well as segregating them from the head end activity.

Ten tracks on the east side were used for eastbound outgoing trains and the extreme westerly ten tracks were used for westbound departures. (Movements are still controlled from Tower One — officially Perry Tower, named for Jim Perry who was employed at that location for 38 years.)

Patrick E. Purcell

Envisioned as a gateway to a city, the terminal evokes a medieval appearance on its north front.



Further improvements were made in 1902 when the midway was completely enclosed on the shed side and widened by 50 feet. The train shed was extended by 180 feet.

The gem of the station is its main waiting room, located on the second floor, 76 by 120 feet with a 65-foot high vaulted ceiling and walls finished with scagliola and dark green Falesese blocks. Each end of the room has seven female figures holding torches, now practically invisible except at high noon. Arcaded galleries leading to offices surround the room on three sides.

The main restaurant, known originally as the Renaissance Dining Room and later as the Louis IX Room, was located next to the main waiting room and featured antique paneled oak with an oak beam ceiling.

Through the years the great and the unknown used the terminal. Probably every President from McKinley to Nixon passed through it at one time or another. Harry Truman was a frequent traveler on his way to and from his home in Independence, Mo. The Eisenhower funeral train paused briefly for servicing on its way to Kansas.

Of famous entertainers there were many: Frank Sinatra, Jackie Gleason, Phyllis Diller and, of course, the imposing Metropolitan Opera on its annual spring tour in two 18-car trains. The "incomparable" Hildegard once lost her music at the station and withdrew to nearby St. John's for a hurried prayer. The efficient baggage room staff quickly located the missing scores and Hildegard went happily on to her engagement. One veteran passenger representative recalls fighting his way through a horde of reporters and photographers to the side of the Duke of Windsor after receiving a long and stern warning about the need for absolute secrecy on the Duke's arrival.

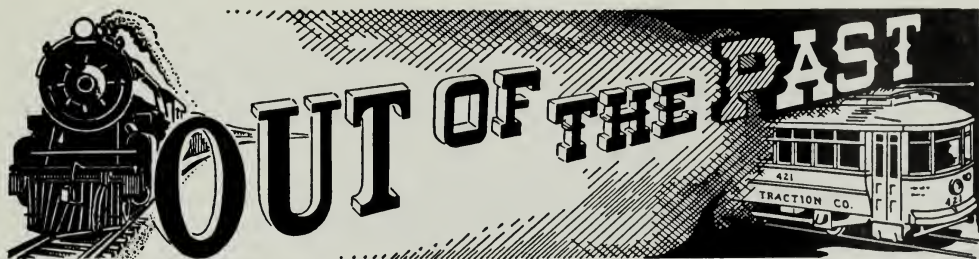
Meanwhile the floodtide of passengers was being reduced to a thin trickle. A great new airport was built by the city at the very time the TRRA was paying \$100,000 per year in taxes on Union Station. Federal aid for highway construction was symbolized by a new elevated section of U.S. 40 passing between the train shed and Tower One.

In its final days the station stands virtually deserted. A lonely redcap is sometimes the only person in sight in the vast midway. The Western Union office is vacant, the doors to the Fred Harvey lounge are locked.

An announcement is expected soon on a new station location for Amtrak, which says it cannot survive if burdened by the obsolete facilities of an earlier age. And the TRRA has announced that it will probably depart for less expensive office space if Amtrak leaves.

For what can you do with a station without trains, even if it is a national historic landmark and an architectural jewel?

Camelot has departed, apparently forever.



1001 NIGHTS

(More or Less)

John L. Ford

Chappaqua was the fancy name of the sleeping car that came in at the tail end of the eastbound Wabash train that June afternoon long ago. Dad and I climbed aboard and were on our way to the AWWA convention at New York City in 1916. It was thrilling, my first ride on a Pullman — the first of so many I lost count long since.

Drummers could make good use of Pullmans even for short trips. Cars would be spotted at depots, available for boarding in the evening and scheduled to be picked up by through trains during the night. Sometimes cars would be dropped off during the night and occupants could sleep until morning. Standing cars were good for sleeping unless one or more noisy snorers were aboard. A salesman once told me of a whole carful being kept awake by such a pest, who finally let go with such a snort that he woke himself, and all was quiet. Then from out of the darkness came a fervent voice: "Thank God, he's dead."

A summer night in an earlier Pullman included a free Turkish bath. I recall seeing cars in big southern depots being pre-cooled by fans blowing air over trucks of ice and into canvas tubes fitted to end doors. I can testify that such a car, once in motion, soon "lost its cool." Open windows helped sometimes, but could let in fine sifted cinders and smoke. But in cool weather, on a smooth track, a Pullman night could be restful and pleasant. Cars were heavy and solidly built; the gentle rocking and the muffled cadence of the wheels over the rail joints quickly lulled the experienced traveler to sound sleep.

Going to bed in a Pullman was a unique routine. Shoes were left in the aisle to be shined, coat put on the hanger inside the curtain. From then on it took some doing to finish undressing, arching the torso to remove trousers, twisting and bending to get everything off and folded to be stowed properly in the net hammock. Dressing was a reversal of the process, followed frequently by a frantic experience in the crowded washroom, with men lined up for the toilet and wash basins. It was not easy to shave as the floor swayed and bucked; a sudden lurch could cause a mean razor cut. Seasoned travelers always followed the etiquette of wiping the wash basin clean and dry after using.

My excuse for this bit of nostalgia is that Pullmans were so long an important part of Americana that their passing should not go unmarked. A few years ago the two night trains through Wabash were discontinued. At the hearing it was reported that there had not been a single Pullman passenger for two weeks, and the removal of the service was not even mentioned in the local paper. At least I can mention it here, with a feeling akin to saying goodbye to an old friend.

These reminiscences were originally written by Mr. Ford as an officer of The Ford Meter Box Company, Inc. for the company's publication. For another of Mr. Ford's musings, please refer to Number 3, Volume 36.

THE RAILROAD BOOMER

Stanley W. Bradley

During the "glory days" of railroad-ing, around the turn of the century, the "boomer" was a familiar figure along the iron pike, and many were the tall tales spun around hobo campfires of his exploits in keeping the trains running. The boomer was the fellow who never stayed on one job very long, and whose itchy feet constantly impelled him to see what lay around the next bend in the track.

His experience in railroading usually enabled him to obtain employment on one road or another, for a period of time which depended upon how long his inclination lasted or how long his services were required. Then he would collect his pay and move on to "greener pastures" where he could pick up another month's "pie card" and perhaps a service letter which would let him start the endless circle all over again. North for the summer grain rush — south for the perishables season — east when the coal drags were running heavy — west when the lumber and silk shipments were hot: always, some railroad somewhere needed extra help, and the boomer made it his business to know when and where. Thus he could jingle a few coins together in his frayed pocket so long as the job lasted. In between times he went hungry and was dependent upon occasional handouts from sympathetic housewives, or existed on slumgullion stews cooked over the fires in hobo jungles which lined practically every railroad track in the country.

The boomer always stayed close to the rails, ready to hop a freight and ride the rods, or wangle a trip on the cushions from a tolerant trainman to a place where he hoped a new job beckoned. Even when he landed it, though, he rarely stayed for very long. The ever-present lure of distant places created a wonderlust which was basically in the heart of every boomer.

These old-time transients who followed the trains were by no means all irresponsible drifters or adventurers. Many of them were upright and conscientious working men who had lost their jobs because of activity in strikes, or as a result of the numerous railroad mergers

and consolidations so prevalent at the time. The idea of unemployment compensation was still a long way off, and they had to find jobs in order to eat.

Each boomer carried a card from his last employer bearing his name, position, qualifications and grade. Although ostensibly for identification purposes, such a card frequently indicated by secret means the opinion which his superiors had of him as a worker. It soon became known as a "swan card" because when held up to the light, it disclosed the watermark of a swan. Closer inspection revealed whether or not the head was severed from the body. If so, it indicated that the bearer had been involved in a strike, or was in other respects undesirable. The point of severance indicated the true grade of the bearer. The lower the cut, the lower the grade. No boomer was hired by any road until his card was given a careful scrutiny.

In those days strikes were illegal, and the workman who tried to stand up for his rights found no market for his services. For many a boomer the swan was his swan song. When the American Railway Union lost its strike and its organizer Eugene Debs went to jail, all that the strikers had left was their ability to herd box cars and to boom around the country looking for a job. Ex-strikers would hardly ever be hired by any road, because they were by their record considered undesirable employees. A good reference was a condition of employment. If, however, the boomer could land a job temporarily until the reference from his last job caught up with him, he could at least make a few days pay. If the returned reference contained a swan, there was another vacancy regardless of how good his work had been. Many men turned to using fictitious names and forged credentials, but this subterfuge rarely worked out for very long.

A man soon discovers that food and lodging are the basic considerations of his life, and the boomer was no exception. Finding a place to eat and sleep, and the money to pay for it, were problems which he faced whenever and wherever he found a job. A boomer seldom had any money, and he was usu-

ally paid on the 25th of the month for services rendered during the previous month. Thus he was always a month behind, deeply in debt, and with small chance of catching up on current obligations. The Harvey House or the YMCA would issue meal tickets which were paid for by means of payroll deductions in order to assure reimbursement, and frequently very little cash remained in the pay envelope.

Restaurants were almost non-existent in the early West. The Fred Harvey Company set up facilities along the Santa Fe to feed the company's employees and passengers, and these were the salvation of the boomer. In fact, they were just about the only way in which he could exist. It was said that the Harvey restaurants made the bleakest division points at least livable, being clean and well equipped, serving edible food, and the hash-slingers were "clean and sweet", which was quite a compliment in that day and age. Moreover, the Harvey system became quite the "cupid of the rails". The waitresses and cooks helped to tame the boomers and civilize the West. They supplied the incentive to stick at the job despite the obstacles, and to "grow whiskers" — referring to the seniority which enabled a man to hold his job. Large numbers of these girls became railroad brides and established family roots in the outlying communities.

For most of the boomers, however, home was a boarding house along the track. Most of these places existed mostly on credit. They usually sprang up at railroad division points where the crews laid over between runs. They ran the entire gamut in the price and quality of accommodations offered. Some were good, while others were pretty bad. One of the most famous was Mother Dunn's at Peoria, Illinois. Her establishment was known across the continent from Needles to Blue Island, and was talked about in beaneries from Jacksonville to Spokane. She was regarded as somewhat of a benefactor by the railroaders of the day. Her place was always neat and clean, and outside of town she also ran a hog farm. All the table slops were dumped into barrels for feeding the swine, and the boomer could earn his board by driving a load out to the pens. The trouble was that her wagon held too many barrels for an easy day's work. A boomer could remain for two days on the cuff, and then she'd get after him:

"You got a job yet?"

"No, Mother, but - - -"

"Well, I've got one for you."

"But the yardmaster said that maybe tomorrow - - -"

"No maybe about it. You've got a job now. Tomorrow you go out on the 'local'". And he did. It didn't hurt him either. Better to be driving that slop wagon than to be hungry and cold around a fire in an isolated hobo jungle. And if he questioned her board bill, she would have a ready reply:

"You know the rules," she'd say brusquely. "The wagon was there. All you hadda do was climb aboard and drive it." But if she knew that he was a family man, she would always ask, "How much did you draw?" And no matter how big or how small the pay envelope, she would always see to it that he had something left over to send to the wife and kids in Great Falls or Pocatello, or wherever it was that he could never railroad again.

A typical boomer was the engineer who for lack of railroad work took a job as lever man on a steam dredge on the Mississippi River, which paid the then-high wage of \$90 per month. On the second monthly pay day the entire crew went to New Orleans to celebrate. Upon returning at 2 A.M. they found the rig sunk in the stream along with their mutual razor, shoeshine kit and bar of soap. A steamer had collided with the barge and sent it to the bottom. The steamship owners contended that the crew had failed to put out riding lights, the railroad company started suit for damages, and the port commission stuck its nose into the mess; so our friend decided to follow Old Man River's example and just keep rolling along. It usually took a very small impetus to start the boomer on his way.

High in the esteem of the boomer fraternity was a small southern pike managed by the widow of its former owner. A man would hire on, work a few days, and then go back to the bright lights of New Orleans. When he failed to show up for his shift and was pulled out of service, he would immediately take his tale of woe to the dear old lady manager. Some implausible yarn like he'd been looking after his poor sick dying mother would almost always bring results. Back he'd go on the payroll, with the official who laid him off tearing his hair, and the boomer laughing up his sleeve.

But for most of the boomers, quitting time came when a friend reminded him of a better job on a distant Valhalla. Then the boomer would turn in his time and "pull the pin" for that greener grass which never seemed to materialize. Tomorrow never came for the boomer, his life being just a series of yesterdays, ending on that "Big Rock Candy Mountain" where the Great Dispatcher issued him his last train order and all the signals were green.



RAILWAY NEWS IN REVIEW

AMTRAK ANNIVERSARY — At the beginning of May Amtrak lit the candle on its first birthday cake, and everybody and his brother took the opportunity to light into Amtrak. Editorial reviews and assessments of its progress (or lack thereof) abounded in the news media, and few were all that complimentary. Here are some typical quotes:

- "Amtrak ends its first year deeply in debt and without having reversed the national decline in rail travel that began more than 25 years ago." (New York Times)
- "It's a critical time for Amtrak . . . After a year of operation, the firm is fighting for its life." (U.S. News & World Report)
- "Any Congressman, investor or shipper who might have thought that the Government solved U.S. railroads' financial problems a year ago when it took over operation of most passenger trains, has been getting a rude awakening." (Time)
- "Amtrak was set up by Congress as an experiment . . . to see if passenger service could be put on a self-supporting basis . . . The experiment clearly is a total failure." (Business Week)
- "Considering the deplorable state of rail passenger service when Amtrak took over on May 1, 1971, a year is not a very long time to make the improvements that were necessary. We agree with (Amtrak President) Lewis that good progress has been made." (Chicago Tribune)

Amtrak itself ran a full two-page spread in the newspapers listing the various things it takes pride in: deciding on a fleet of passenger cars, publishing a nationwide timetable, running more Metroliners, instituting special fun trains and vacation features as well as credit cards, a computerized reservation system, new uniforms for its people, station and service improvements.

Most people conceded that there had indeed been improvements. Unfortunately, too many trains were running slower than ever and patronage had definitely not picked up in most areas as expected. The only profitable run on the whole system was in the Northeast Corridor. (Concurrently, the non-Amtrak AutoTrain service reported being in the black only three months after it started operation.)

THE \$ DRAIN — One reason for the high interest in Amtrak last May was that Congress was in the midst of debating appropriations for it. The lawmakers had finally awakened to the fact that Amtrak was woefully underfinanced, but they couldn't agree on how much. Amtrak itself was willing to settle for a bare-bones \$170 million, which would ensure nothing very much happening before mid-1973, when it must decide on what to do next. The House had a bill that went along with this, but the Senate wanted to raise the ante to over \$500 million in grants and loans.

One got the impression that Amtrak officials wouldn't know what to do with that much money if they had it. In a sense, that's true. About the only thing they could do with it between now and 1973 is run more trains like the present ones, and

thereby simply incur higher losses. In this observer's opinion, really turning things around will require drastic changes in Amtrak's charter to give it more control over train operation, and major improvements in the nation's rail facilities, equipment and roadbeds. The latter will take a lot more time than a year, and a lot more money than \$500 million.

AMTRAK SERVICE — Actually, new and improved service announcements by Amtrak were coming rather rapidly in the spring. Two more round trips a day with Metroliners were added to the New York-Washington run at the end of April, making 14 in all. Also, overnight sleeper service was restored between Boston and Washington, and Chicago-San Francisco service was upped from three times a week to daily. June 11 was to see the start of through sleeping car service between New York and Los Angeles by way of Kansas City. The first train fully refurbished to Amtrak specifications went into service May 2 as the **Broadway Limited** between New York and Chicago, and five more on other routes were scheduled to start in June.

Meanwhile, May 1 saw Empire Service in New York State cut from seven round trips daily to five. There was debate but no decision about putting back a New York-to-Montreal run. And people were still grouching over Penn Central's sudden cessation on March 20 of its "commuter" service between New York and Chatham, near Albany.

SURFACE TRANSPORTATION ACT — In addition to the Amtrak subsidy, Congress in the spring was also busy debating the Hartke-Adams bill, dignified by the title "Surface Transportation Act." And the railroad industry, both individually and via the AAR, was vigorously promoting its passage, and urging everyone who would listen to write his Congressman to support it.

STA is an outgrowth of the work of the ASTRO committee. It doesn't provide all that the railroads need, but it's a healthy start and contains things that truckers and barge men support, too. Principal provisions include:

- A Federal financing agency to loan money to common carriers.
- Rate structures adequate to cover capital costs as well as operating costs.
- No discriminatory taxation of carrier property.
- More uniform rate regulation of all carrier modes.
- Faster procedures for abandoning uneconomic rail lines.
- More spending of Federal-aid highway money on grade-crossing protection.

NATIONALIZATION MYTHS — Railway Age devoted much of its March 27, 1972 issue to the pros and cons of nationalizing the railroads. It compared the "myths" about nationalization with the actual truths, documented in depth with statistics from other countries which have taken the step. In brief:

The Myth: Nationalized railways often return a tidy profit.

The Truth: Where rails are nationalized, taxpayers make up staggering losses (about \$2 billion world-wide in 1968).

The Myth: Whatever their losses, taxpayers get it back in cheaper transportation.

The Truth: It costs European shippers about double per ton-mile of freight compared to U.S. charges. And U.S. service is far better, more reliable.

The Myth: Europe's fine TEE trains are typical of superior passenger service on nationalized railways.

The Truth: Behind the TEE facade are the majority of nondescript, crowded second class trains Americans seldom ride — and vast fleets of antique freight cars. Hi-cubes are unknown in Europe.

The Myth: Nationalization provides job insurance for employees and guarantees no further shrinkage of rail lines.

The Truth: Since nationalization, British Rail has cut employment 58% and abandoned 40% of its route miles.

The Myth: Whatever the pitfalls, U.S. rails are in such trouble that nationalization is the only alternative.

The Truth: Takeover would only shift problems to the taxpayer, and solve none of them. The Surface Transportation Act offers a better way.

EDDYSTONE OBIT — The end of April brought with it the end of operations at the great Eddystone plant of the Baldwin Locomotive Works near Philadelphia. The former Baldwin Locomotive Works, that is. For years the leading manufacturer of steam locomotives, Baldwin floundered in the diesel business. Its name survives as part of Baldwin-Lima-Hamilton Corp., manufacturers of heavy industrial machinery, but BLH no longer has enough business to keep Eddystone open. Where locomotive production had once required over 20,000 employees, only 1200 remained for the final layoff.

ELECTRIC POTENTIAL — Teamed up with Westinghouse, Baldwin was once also a potent producer of electric locomotives. But for some years now, General Electric has had that business all to itself, what little there was. However, there are signs on the horizon that railroad electrification in this country may expand, and now General Motors has begun to stir a little. In March it announced agreement with ASEA, a leading Swedish electrical firm, whereby GM's Electro-Motive Division would have access to ASEA's patents and know-how in thyristor-type electric locomotives — just in case.

COAL IS NOT BLACK — At least, its prospects are far from black. Despite the protest of environmentalists, more and more coal will be required for the nation's electric power needs as the years go on. Thus recent announcements by Norfolk & Western, the largest coal carrier, may be regarded as typical of more to come. On March 1 N&W announced the first tricklings of an eventual flood of coal over its new trackage in the Martin County area of eastern Kentucky. The 24-mile line is the longest built by the railroad since 1936, and will cost over \$22 million when completed later this year. It will serve five new mines in the area, eventually producing nine to ten million tons a year.

And on April 21, N&W bragged that a record 30,000 tons of coal had been loaded in one day from its Sandusky, Ohio facility into a new Canadian Steamship carrier, the **J. W. McGiffen**, bound for a steel mill at Hamilton, Ontario.

CANSTOCK CAR — We had to read that one twice to be sure, but there is a new fleet of box cars on the C&O/B&O specially designed to handle "canstock." For those in the know, canstock, logically

enough, is sheet aluminum and tinplate that they use to make cans out of. It comes in big coils of up to 12 tons apiece, and you don't just toss 'em in a rusty open gon. You handle them with kid gloves, to avoid both mechanical damage and chemical stains from moisture. The new cars have off-center doors, special super-strong moveable bulkheads, and numerous other features to facilitate loading and prevent damage in transit. Seventy-five of them have been built by Pullman-Standard at Bessemer, Alabama.

DE-MERGER — In these days of vast railroad mergers, the little Providence & Worcester Company in New England has made some sort of history in attempting to disentangle itself from the giant Penn Central. The ICC, in fact, had agreed to permit "de-merger" of the leased P&W, convinced that the little line with its 49 miles of track was in a better position to manage its own property — at a profit — than could PC. But trustees of the big carrier have strongly opposed this move, and the ICC has now decided to take another look.

Originally, P&W had been considered an undesirable lease that Penn Central would reject when it absorbed the New Haven, but studies showed that P&W could be run at a profit and Penn Central did a fast about-face. In service since the mid-1800's, the P&W was leased by the New Haven in 1888, at which point Providence became the largest metropolitan area served by only one railroad. It may soon have two.

WESTERN PACIFIC — Alfred E. Perlman has another feather in his cap as a successful railroad manager. In little more than a year, he's brought the ailing Western Pacific out of the red and off the ICC's list of roads headed for bankruptcy. Operations on the WP, of course, are on a vastly different scale than those of Penn Central. Says Mike Flannery, former PC vice president—operations under Perlman, "Hell, the numbers that are our bread and butter here we used to round off at the Penn Central."

UNION VIEWPOINTS — It's surprising what retirement can do for a man's outlook on things. Now that Charles Luna has retired as head of the UTU, he's done what must look to a lot of people like a rather definite about face. Accepting a recent award as Railroad Man of the Year, Luna indicted railroad management for "failure to keep pace with the times," but then added: "I cannot let labor off the hook. Labor has been too narrow-minded in the industry . . . If (labor) had taken the position that change must bring assurance of stability both in wages and conditions during the change and had worked to channel change toward building and fortifying the industry against incursion from other forms of transport, its ultimate ends would have been better served."

Concurrently, Al Chesser, Luna's successor, wrote an article in the New York Times in which he stated: "The greatest problem in the industry today is the poor state of labor-management relations. Until the railroads consider their workers as productive human beings, interested in a prosperous industry, there cannot be either labor peace or real industry growth . . . The time has come for both sides to stop wasting energy and resources fighting each other and use those energies and resources for our mutual advantage. When we do this, everyone — labor, management and the public — gains and no one loses."

Chesser went on to list various undesirable railroad personnel practices that were sources of trouble, and said he had ap-

(Please turn to Page 30)

NEW BOOKS

LOGGING ALONG THE DENVER AND RIO GRANDE

By

Gordon S. Chappell, Colorado Railroad Museum, Golden, Colorado, 1971, 190 pp., 9x12, \$8.50.

Take the Rocky Mountain area along the Colorado-New Mexico border, build a railroad on shelves overlooking deep chasms, where the curves are so sharp "that you need a hinge on a jackass to get him around" and you have the makings of a narrow gauge railroad empire which was to become the mecca of railfans three-quarters of a century later. Much has been written about this railroad and its common carrier operations.

Thanks to author Chappell and the Colorado Railroad Museum, a new facet of this operation has been studied and documented. This is the story of the timber industry which flourished in these mountains. Prepared in geographically-oriented chapters, a very definitive text is augmented by those classical historical photos which our Colorado brethren are very adept at unearthing. It is all presented in a high quality publication. An unusual touch is the use of a heavy dark green ink which adds a touch of brilliance to the ancient photos with good tonal range.

This is not another "me too" railroad book, but a significant piece of research documented in a manner which reflects the high value the publisher put on the author's effort. A strong recommendation for addition to his library is directed to each student of Rocky Mountain and narrow gauge railroad history.

M.E.

LOCOMOTIVE CYCLOPEDIA

Simmons-Boardman Publishing Co., New York, 1941. Republished by Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, Wisconsin 53233, 1971, 1312 pp., 9 x 12, \$40.00.

Every motive power rail fan will welcome this new achievement in book production. A classic of the steam era, highly prized by collectors, is now available to more persons and particularly useful to those associated with museum operations. Although the price is quite high for a book, it is only one-fourth to one-third of the inflated price being demanded for an original copy.

The republication by Kalmbach is of the same quality as the original. Included is the four-color fold-out page of the Alco-GE "shovel nose", the EMD E3 and the FT in the listing of the many roads that succumbed to dieselization at an early date.

The **Locomotive Cyclopeda** was a reference work authorized by the Railway Master Mechanics Association and was published (and still is) triennially. The 1941 edition was considered the epitome of the steam era. It is encyclopedic in editorial arrangement containing a chapter on each of the elements of locomotive design and construction. Some general background text is presented by a member of the editorial staff, followed by contributions of the various manufacturers detailing the design and operation of specifically related components. Ten of the twenty chapters are devoted to steam locomotive design, construction and maintenance. One chapter each covers Export Steam, Locomotive Testing, Basic Materials and Shops and Engine Terminals. Couplers and Brakes

account for one each. This leaves a chapter each for Electric, Diesel and Industrial Locomotives. The first chapter of the book contains a comprehensive index of terms. Compare this to the latest version of the Cyclopedia which has been expanded to cover all rolling stock.

The date was auspicious in that nearly every technological advance in steam locomotive design is described. It lacks only the post-war development of the unattended automatic switchers of N&W and the duplex drives of the PRR.

This is an excellent quality publication of a fantastic work. Congratulations to both the original and current publishers for cooperating to make this a successful project.

M.E.

PITCH PINE AND PROP TIMBER

The Logging Railroads of South-Central Pennsylvania

By

Benjamin F. G. Kline, Jr. Published by the author at P.O. Box 46, Strasburg, Pa. 17579, 1971. Paperbound, 196 pp., illus., maps, rosters. \$3.00.

In issue number 5, volume 36, 1971, we published a review of the first two of thirteen works on the Logging Railroad Era of Lumbering in Pennsylvania. **Pitch Pine and Prop Timber**, The Logging Railroads of South-Central Pennsylvania, Book No. 1 of the series, is the third to be introduced.

The logging railroad era of the lumber industry in Pennsylvania has been largely ignored by historians. So state the authors of this series in the introduction to Book No. 1. Judging from the wealth of information and photographic records included in this work, the historical material has always been available for anyone with the time and interest to seek it out.

Another industry which played an important role in the development of Pennsylvania's economy was coal mining. Today, the anthracite fields in the north-eastern counties, and to a lesser degree, the bituminous fields in the central and western counties are characterized by the ugly remains of abandoned collieries, mountainous piles of slag, and open scars of the stripping operations. During the height of the subsurface mining era, many of the lumber operators worked hand-in-hand with those of the coal mines in supplying untold thousands of tree trunks for mine props. **Pitch Pine and Prop Timber** tells the story of the part played by the logging railroads in the production and delivery of timber for the mines. The geographical coverage of this book includes all or part of eleven central and southern counties some of which, notably Lancaster and Lebanon, are not usually associated with either timber or coal. There were lumbering operations to be found amidst the gently rolling farmlands of the Amish as well as in the rugged mountain wilderness.

As in Books No. 2 and 3, various private collectors have made available a fine series of photographs which assist the reader in sensing the atmosphere of a way of life which could be compared with that of the western frontier of the 1870's and 80's. Yet most of the operations covered in this book survived well into the twentieth century. Individual maps accompany the description

of each road and mill which help to locate them in relation to present day place names and landmarks. Also included is a complete locomotive roster and mill summary for each company which should answer most questions raised by those interested in the vital statistics of an obscure Climax or Shay.

The format established in these first three booklets is to be carried throughout the series. It is clear and straightforward making for easy and informative reading. Inquiries about subsequent numbers in this series may be addressed to Mr. Kline.

R.T.L., Jr.

DISTRIBUTION AND TRANSPORTATION HANDBOOK

By

Harry J. Bruce, Cahners Books, Boston, Massachusetts, 1971, 393 pp., \$25.00.

This book is a very useful reference manual on various aspects of distribution and transportation practices. It is primarily directed to the traffic or transportation technologist in the movement of freight. It covers charges, special practices, vehicles and related application of computers and business terminology.

It is arranged as an annotated dictionary in eleven sections delineated by subject matter. Where applicable, sections are introduced with several pages of explanatory text on the developments and modern practices related to that area of interest.

Some of the subjects will define the scope of this work: Transportation and Distribution Terminology, Warehousing, Bills of Lading, Demurrage Agreements, Equipment and the like. It also lists the various agencies related to transportation, sources of material and accepted abbreviations. This is recommended as a very interesting book for the more serious student of total transportation and traffic practice.

M.E.

RAILWAY HISTORY MONOGRAPH

Wm. F. Rapp, Editor, J-B Publishing Co., 430 Ivy Avenue, Crete, Nebraska 68333, 36 pp. 8½ x 11, (punched for ring notebook). Quarterly, \$3.00 per issue, \$6.00 per year.

A new, independent publication devoted to the history of railroad, trolley and interurban lines is devoted to more academic type articles on the subject. The first issue of 36 pages contains a single article by the editor, "The Railroads of Nebraska". This article is a compilation of the many railroad corporations which existed in the state even though they may never have operated. It is presented well and substantiated with data presented in appendices and supported by a bibliography. At present, printed on multilith without illustration, it is a daring stunt, and we wish it well.

M.E.

HISTORY OF RAILWAYS

New English Library, Barnard's Inn, Holborn, London, England EC1N2SR, Volume 1, Part 1, 9 x 12, 25 pp. per copy, £14 per year (48 issues), (U.S.A. \$1.00 per copy, \$34.00 per year).

We are pleased to have the opportunity to see the inaugural issue of a new British journal. Written in precise British syntax, the articles are at a popular level of technological presentation. They do cover, however, such diverse subjects as current electric operations, the hovertrain (aero-train or tracked air cushion vehicles) and the **Flying Scotsman** and other steam.

This is a four-color publication, but best of all is the continental excellence of its graphic arts and printing technology. The large 9 x 12 size with generous 10 on 13 type, set in sans serif style gives an elegance which can be little afforded in American practice. (Compare the price to that of American publications.) Black and white photos are used where required and the color plates reflect the softer tone scale and subtle hues noted in British practice. The 12 x 18 full bleed center spread of the **Flying Scotsman** is well worth the entire price of the issue.

Our congratulations and best wishes for the future.

The publishers of **History of Railways** are interested in obtaining some of the quality photographic work of our members. The publication will do justice to material submitted.

M.E.

PULLMAN

By

Stanley Buder. Published by Oxford University Press, New York. 1967. xv plus 263 pp. 5½ x 8¼. Index. Plates. \$7.95.

Other authors have informed us about the cars and services. Stanley Buder's **Pullman** is sub-titled "An experiment in industrial order and community planning, 1880-1930". This narrates the not-too-well-known story of the man, his business, the model industrial town bearing his name, and the giant railway strike that actually started in his car works in 1894.

George Pullman was a typical example of the self-made tycoon of his time. Born in New York State, he came west and attained eminence in Chicago in the Civil War era. He started as a contractor, raising most of the buildings of Chicago's central business district, permitting the area to be elevated a few feet above the low, muddy lake plain. His success placed him well within Chicago's Establishment. At this time the rapid expansion of the American railways created great interest in attempts to make rail journeys comfortable and convenient.

Many men had ideas for sleeping cars — originating as far back as 1836. Pullman saw the future and applied himself totally to it. He would conceive, design, build and own his sleeping cars. He would also create and operate all of their interior services *in toto*. The cars would be hauled by the railroads, which would also provide all exterior servicing.

For his new car works — which later also produced freight cars and street cars — he chose a large tract of farm land immediately south of Chicago. The creation of a huge new industrial complex necessitated building housing for the workers and their families. Pullman knew about town planning and its social milieu of the era, and decided to build a model town that would include housing, and other amenities, all in one area, with the big manufacturing complex in a separate adjacent area.

Because of his knowledge of the various factors known at that time concerning model towns, he decided only to rent the homes and stores, and not to sell any part of Pullman. After the town and the car works were completed, in the early 1890's, the inhabitants agreed that it was a desirable place in which to live.

In answer to strong objections to not permitting local government, Pullman's spokesmen insultingly replied: "We see what happens to representative government in the hands of those fresh from Irish peat bogs and Italian robbers' nests".

(Please turn to Page 30)



Chapter ACTIVITIES



BUFFALO

A three-part program was given at the March 10 meeting of the Chapter. Dorothy and Bill Lamale showed slides and films on the Bath & Hammondsport Railroad. This was followed by a movie from the Northern Alberta Railways on the development of that line in the Canadian Northwest. Finally, a film tracing the history of steam locomotives and railroads in the United States and Canada was shown. This had been obtained from the New York state film library.

ROCHESTER

A variety of programs have been given at Chapter meetings in recent months. Devan Lawton showed slides in January of the trip west on the **Flying Scotsman**. Over 80 people were present on February 17 to see David Smith's "Steam Safari—'71," an account of his recent world tour. His travels included everything from link-and-pin-coupled Shays in Taiwan to Germany, where there is still an abundance of steam. Don Brown's "Caboose Extravaganza" was shown on March 16.

ONTARIO & WESTERN

The entertainment at the March meeting was a slide presentation by Jim Boyd with shots of the AC&Y, B&O, NKP, PRR, NYC and WM. The April 7 meeting, held at the Globe Hotel in Middletown, featured a talk on European railroads by Karl Helft. He also showed two films made by the Swiss Railways. This was followed by slides of the D&RGW narrow gauge at Alamosa and Silverton by Pete Hasler.

SAN ANTONIO

At the April meeting, Sidney Langhart, Jr. showed slides of various trains he had seen on vacation trips.

On July 2-3, in cooperation with the local Railroaders' Club, the Chapter sponsored a 1½-inch scale live steam and diesel meet on the property of Chapter Director Cecil K. Beck.

WASHINGTON

The Chapter hosted the spring meeting of the National Board of Directors on April 29. Included on the itinerary were visits to the Auto Train facilities at Lorton, Va., a view of subway construction now under way in Washington, and a banquet at which Col. Howard G. Hill spoke of his ride in the cab of a PRR K4 from New York to Chicago.

Entertainment for the April meeting consisted of slides of Midwest steam in the 1950's. For May, National Director-at-Large Henry S. Libby presented a program on Southern New Jersey's rapid transit system. Discussed was the historical background of commuting in the Delaware Valley, as well as a movie about the Lindenwood transit line.

Two very successful trips were operated by the Chapter between Silver Spring, Md. and Harpers Ferry, W.Va. on April 22 and May 20. Known as **Mainliner Nos. 4 and 5**, both excursions were operated with Budd RDC equipment, traveling via the main line to Haleshorpe and the old main line to Point-of-Rocks, Md.

Southern Railway President W. Graham Clayton, Jr. received a plaque at the May meeting in recognition of his efforts and contributions on behalf of the NRHS.

LANCASTER

Brian Hankinson presented a slide program on railroading in the South at the

January 17 meeting. His avid interest in short lines was readily apparent. The final portion of his program consisted of shots of the last runs of Penn Central east-west passenger trains prior to Amtrak.

After the season's biggest snowstorm caused the cancellation of the February meeting, John Samonsby rescheduled his program of slides and sound movies for March 20. Featured were past "Winter Spectaculars" on the East Broad Top and the Union Pacific's 844.

CONNEAUT

In recent months the Conneaut Chapter continued to feature unusual programs at its meetings. On March 6, Merle Calaway gave a talk on the different methods of collecting and displaying coins. Of special interest was his collection of pennies dating from 1793 to the present.

Mr. Charles McGuirk, vice president of the P&C Dock Company, gave a program on water facilities at Conneaut at the meeting on April 3. Through the use of slides and commentary, the history of the Conneaut docks was traced from the very early days of ore unloading to the building of Conneaut harbor, the carferry service, and the construction of the coal and ore docks.

WEST MICHIGAN

Meetings during the past winter featured various films, including three movies by Mr. Robert Nelson of Battle Creek. They were: **A 100,000 Mile Proving Ground**, **They Steamed To Glory**, and **The Golden Link**, the latter about C&O carferries. Also shown was a movie presentation by Charles A. Rogers of reproductions of films by Thomas A. Edison.

At the February meeting, a "show n' tell" session was held, during which members described various items they had brought for this affair.

During the early winter months the Chapter, in cooperation with several other rail-oriented organizations, held an exhibition in the Grand Rapids Public Museum. Entitled "Railroading in Michigan," it was visited by over 50,000 persons. Chapter Vice President J. Lynn Stollings headed the committee which worked on this exhibit.

Member Hollis M. Baker is owner and operator of the Boyne City Railroad, a steam-powered, six-mile road between Boyne Falls and Boyne City, Mich. The Chapter is planning an excursion on this line sometime during the summer months.

TOPEKA

For the entertainment at the March meeting, Walter Evans showed color slides of various short line railroads. Included were the Bevier & Southern, Coahuila & Zacatecas, Gainesville Midland, Magma Arizona, Mississippi, Moscow, Camden & San Augustine and Rockton & Rion.

The Chapter now meets on the first Friday of each month at a new location, the American Savings Association building at 1035 Topeka Avenue.

COLLIS P. HUNTINGTON

Recent entertainment programs have featured slides taken in different parts of the country during 1971 by Charles W. and Charles T. Aurand at the February 22 meeting, and movies by John T. Warner on March 28. John's film, "Train Watching and Riding in 1971", included the Randolph Webster Scenic Railway, two fan trips on the N&W, and shots of ex-Reading

Northern 2102 and the C&O. A short film, **Chessie Kitten**, was also shown.

NORTH JERSEY

Richard Taylor concluded his two-part presentation on Canadian rail scenes on April 7 at the Chapter meeting in the Plaza Hotel, Jersey City.

Thirty-five members and guests traveled to the New Hope & Ivyland Railroad on March 25 for a tour of its facilities and a trip over the line.

NEW YORK

Railroad slides of the New York area were shown by Doug Nash and John Shea as the entertainment portion of the regular Chapter meeting on March 9.

HORSESHOE CURVE

An unusual trip was made by Chapter members in a chartered bus to Philadelphia on March 18, to view an exhibit of railroad artifacts to be auctioned by the Penn Central. The Chapter secured a gold-framed charter of the PRR Mechanics Library in Altoona in the bidding which took place the following week. The charter, which is dated 1860, was displayed for a week at the First National Bank of Altoona.

PHILADELPHIA

Officers for 1972-73 are Larry Eastwood, president; Frank G. Tatnall, Jr., first vice president; Carl F. Landeck, second vice president; Paul Kutta, secretary; Earle P. Pinkbinder, treasurer; and James F. Dillon, national director.

The May meeting featured "Amtrak Night," at which the guest speaker was Mr. John G. Thomas, Amtrak sales manager in Philadelphia. A film of the Turbo-Train was shown, after which a question and answer session was held.

In cooperation with Steam Tours, Inc., and the West Jersey Chapter, two fantrips were operated on the Reading in May between Philadelphia and Harrisburg, Pa. Former Reading 4-8-4 No. 2102 pulled its first excursion on home rails since the famed Iron Horse Rambles were discontinued eight years ago. Two weeks later, on May 21, the Chapter sponsored an excursion between Reading and Shamokin, Pa., again on the Reading but this time using the last surviving 900-series FP7A diesel locomotives on the head end. The trip was sold out more than four weeks in advance!

WISCONSIN

A twin-featured program was held during the April meeting. Chapter President Robert E. Joyce showed slides of recent N&W and PC activity in the Port Wayne area; following, Ellwyn Bails presented slides of railroading activity in Europe and the Orient.

For May, Carl Solheim provided a slide program of his three trips to England, and Tom Hoffman followed with his presentation of slides depicting diesel, electric and steam railroading in Australia.

The annual banquet of the Chapter was held on May 19 at the Top of the Marine Restaurant. Featured speaker was Industrial Designer Brooks Stevens.

The April issue of **Sparks and Cinders** carried a listing of street cars, passenger cars and cabooses now used as homes or other buildings in Wisconsin.

WEST JERSEY

A film feature entitled "Rail Ramblings" was presented by James R. Laessle and Robert J. Lewis, Jr. at the April meeting. Included were views of fantrip special trains, short line railroads, and Disney World in Florida.

William A. Bromberger provided the entertainment for the May meeting, featuring a slide show of several railroad trips departing from New York City. Included were the NYC, NYNH&H and scenes of the last steam fantrip on the Long Island.

A successful excursion was operated March 18 on the NH&I between New Hope

and Ivyland, Pa., using Alco RS-1 No. 57 as motive power. On May 6 and 7 the Chapter, in cooperation with Steam Tours, Inc. and the Philadelphia Chapter, sponsored two trips via the Reading between Philadelphia and Harrisburg, Pa., using 4-8-4 No. 2102 west of Norristown.

WICHITA

A visit by the "Dixie Drummer" and its traveling boutique of articles, some of which are railroad oriented, preceded the entertainment of the April meeting, which consisted of slides of railroading in Colorado.

Chapter Vice President Thomas L. Long passed away on April 16, 1972.

LONG ISLAND-SUNRISE TRAIL

The February meeting featured a talk by Jack Keegan of the Long Island Rail Road's planning and development department who discussed his personal theories of operating the eastern portion of the LIRR as an independent short line. The program concluded with slides taken by Larry Keaveny on his **North Coast Limited** trip of last year.

A joint program with the St. George Association of the LIRR was held March 17 in Bellmore. Rod Dirkes and Art Huneke showed 100 slides assembled by Ron Ziel for possible use by the railroad's public relations department. About half the pictures were transparencies prepared from Fullerton glass plate negatives taken in the 1897-1910 period. The remainder were more recent shots by Win Boerckel, Art Huneke, Ed Conklin, Ron Ziel, Harry J. Trede, and Rod Dirkes.

CHAMPLAIN VALLEY

The February 9 meeting featured a program of slides on Colorado railroads by George Webb. Accompanied by sound recordings, the photos included scenes of the Denver, South Park & Pacific, the Denver & Rio Grande Western, and old ghost towns. On March 8, Frank Orr presented slides and movies of various railroading activity, ranging from shots of Steamtown to the Colorado narrow gauge. He also briefly described the activities of the Great Northeastern Railroad Foundation of Schenectady.

NORTH ALABAMA

Approximately 50 members attended the annual joint dinner meeting held on February 5 at the Southland Restaurant in Sheffield. Guest speaker was Thomas Lawson, Jr. of the Heart of Dixie Chapter, who related some of his experiences in railroading, followed by his movies of the Mississippi River Railway.

At the same affair T. C. Morris was recognized as the Chapter's most valuable member of 1971.

For the February meeting of the Redstone Division, Craig Faulkner showed movies of steam locomotives circa 1950-1960. Beginning with this meeting, the Division now meets in the Madison County Courthouse located in downtown Huntsville.

The April 29 meeting of the Muscle Shoals Division and the regular April meeting of the Redstone Division featured the film **Alaska Railroad**, a historical documentary of this far-north carrier.

On May 6-7 an "Old Time Steam Excursion" via the Southern Railway between Sheffield and Corinth was operated by the Chapter. Entitled the **Corinth Special**, the train was headed by Chapter steam locomotive No. 77, with Chapter coaches 1073, 1079 and concession car 139 included in the consist. The route followed was originally the Memphis & Charleston Railroad, and during the War Between the States was the scene of many conflicts immediately following the Battle of Shiloh.

The Chapter's monthly newsletter is now titled **White Flags and Full Steam**, and has been reduced in size to 8½" x 11".

NORTHSTAR

At the April meeting the Chapter hosted two officials of the Soo Line. Mr. R. L. Murlowski, vice president—accounting, and Mr. K. P. Shoemaker, assistant vice president—operations, spoke on the financial and operating accomplishments of the railroad.

The Twin Cities Rapid Transit Company and the Minnesota Transportation Museum were subjects of study at the May meeting. Mr. George Isaacs, executive vice president of the museum, showed a 16mm color movie of streetcar operations of the former TCRT, as well as color slides of the museum's effort to restore a small part of this once-vast rail network.

The meeting for June was held at the MTM site, and members were able to observe the regular Wednesday evening operation of car No. 1300 on the Como-Harriet streetcar line.

MIAMI

At the March meeting Marvin Doudna showed 8mm movies of the AT&SF, D&RGW, NP, UP and railroads in Mexico. For April, Mrs. Dorothy A. Laughlin presented a program of slides covering a wide range of railroad subjects.

A slide show of contemporary railroad-ing was provided by new Member John Martineau at the May meeting.

LAKE SHORE

The Chapter's annual banquet was held on February 26 at the South Shore Inn in North East. Tom Schiewe was honored for his many contributions to Lake Shore while serving as its president for 13 years. He received a letter of commendation from National President Pardee. This was read by John Baxter of Pittsburgh, vice president of the Central Region, NRHS. Members of the Chapter presented Tom with a copy of Stauf's **Erie Power**.

The April 15 entertainment meeting featured movies by A. V. Johansson of the NMRA convention in England last year and of his trip to Switzerland in 1967.

CONNECTICUT VALLEY

Entertainment at the regular meeting on March 31 at the Scantic Fire House featured movies by Fred Talbot and current events by members of the Chapter.

The Connecticut Electric Railway Museum has announced the arrival of its latest acquisition, Long Island Rail Road multiple-unit car 4153. The 65-foot car was built in the PRR shops in Altoona in 1930.

INDIANAPOLIS

The April 21 meeting was held at the I.U. Medical Center with a program devoted to discussion of objectives for the Chapter.

Members Dick Baldwin, Bob Frederick, and Dave Peat attended the Penn Central auction in Philadelphia in March.

KANSAS CITY

Program for the April meeting was the film **Tour of the Turbo**, a 16mm color and sound presentation produced by United Aircraft.

GULF COAST

Movies of the MKT were shown by John J. Siller at the March meeting. April was a cause for celebration, for at the regular meeting a combination mortgage burning and tenth anniversary party was held. Final payment on the **Good Cheer** was made, and the car now belongs to the Chapter.

Over 3000 visitors have toured the Chapter's railroad cars since November, 1970, including 25 members of the Vienna Boys Choir.

CHARLESTON

In lieu of the regular monthly meeting in April, a fish fry was held on board the Chapter's newly-refurbished dining car.

Steam locomotive No. 1 was also readied for this event.

A former U.S. Navy diesel switching locomotive, a 45-ton Porter, has been donated to the Chapter. Plans are to use this locomotive to shift and test rolling stock once a permanent museum site is found.

LITTLE ROCK

The April meeting was held at the Dortch Plantation Museum and the R. A. Grigsby Collection, located at Scott, Ark. Woodburner locomotive No. 1 was steamed up for the event.

HEART OF DIXIE

Entertainment for the meetings during the winter and early spring months included color movies of the Chapter's Selma excursion and Blackhawk films, as provided by James T. Singleton, Jr.; Walt Disney's **The Great Locomotive Chase**; and photographs of steam locomotives in Africa.

The annual banquet was held on February 18 at the Parliament House. Featured speaker was Mr. Robert P. Ethridge, assistant to the vice president—traffic of the L&N.

The Chapter is now owner of two additional pieces of rolling stock. IC vista dome car 2202 was received during the winter, and is in basically good condition. A small Plymouth locomotive, for eventual use as a switcher when the Chapter establishes a museum, has been donated by the Chicago Bridge & Iron Company.

WIREGRASS

Steven Holding provided the entertainment for the April meeting, with a film program which included steam at Northwestern Steel & Wire in Sterling, Ill., SCL, an amusement park steam railroad at Busch Gardens in Tampa, Fla., and other subjects.

The May meeting featured the film **Southern Pacific — The Grand Enterprise, 1869-1969**, which depicted construction of the western half of the railroad, including the driving of the Gold Spike.

The April 15 trip on the Hartford & Slocumb was a sellout, and the trip itself was most enjoyable. On May 2 the H&S, in cooperation with the Chapter, operated a "mini-excursion" between Dothan and Taylor for Dothan school students.

BALTIMORE

Entertainment for the April meeting was a program of 16mm movies as presented by guest Carvey G. Davis. His subjects included PRR MU cars, BTC streetcars, steam locomotives 759 and 2102, and Hudson River Day Line steamboats.

For the May meeting, Harry P. Dodge, chairman of the NRHS Film Library Committee, provided a slide program entitled "Around the World by Rail", featuring a trip on the Trans-Siberian Railway.

It is hoped that the Chapter's long-awaited book on the history of streetcars in the Baltimore area will be available for sale by the 1972 Christmas season.

Some 600 passengers rode the Chapter-sponsored excursion via the WM between Baltimore and Meyersdale, Pa. on March 25. Unfortunately, due to boiler trouble, former BC&G steam locomotive No. 13 was unable to head the train west of Cumberland, Md. as previously planned.

Long-time Chapter member Fred T. Holzapfel passed away on April 8.

POTOMAC

The General, a film starring Buster Keaton and produced in Oregon, was shown at the April meeting. Musical accompaniment was provided by Ray Brubacher at the Hammond organ.

On April 23 a group of Chapter members rode the **Potomac Turbo** westbound on the B&O, with return via the conventional train **West Virginian**.

HARRISBURG

The Chapter held its annual banquet at the Nationwide Inn on April 11. Mr. Paul Westhaeffer, a railroad historian, presented an illustrated talk on the Cumberland Valley Railroad.

The regular March meeting was held at the home of Edward Beaver with members enjoying movies and the impressive model railroad in his basement.

BLACKHAWK

On March 11 the Chapter had as its guest speaker Mr. Theodore Desch, vice chairman and chief executive officer of the Rock Island, with a program on ASTRO and the proposed Surface Transportation Act. Mr. Desch also discussed the Rock Island's relationship with Amtrak.

Movies were featured on April 8 with a sound film, **This Is My Railroad**, shot on the SP about 1950, and color films by John Andresen on Chicago area steam in the early 50's.

HAWK MOUNTAIN

Joe Reinbold presented movies and slides on January 22 of the Reading Rail Rambles and a trip on the **California Zephyr**. The meeting on February 26 had movies by Bill Cooper taken in the New York area, at the NRHS convention in Bethlehem, and in Japan.

CENTRAL NEW YORK

Two public relations films were shown at the February 16 meeting of the Chapter: **Meeting the Challenge**, from the B&O, and **Empire on Parade**, which featured the Great Northern Railway.

A program on ASTRO was given on March 15 by Mr. David Fowler of the Rio Grande Railroad. A film, **At this Moment**, was also shown.

MOHAWK & HUDSON

Over 80 people attended the March 18 meeting at the Crossroads Restaurant for a buffet and program of films and slides. Paul Sack provided a documentary of the demolition of the Schenectady station, scenes of Chapter fan trips, and views of the D&H **Laurentian**. This was followed by Herb Insley's coverage of the Auto-Train operation in Virginia and slides by Jim O'Dell and Bob Gayer of locomotives 759 and 2102 on recent trips. Mike Vaiuso wound up the slide program with views along the West Shore and details of the Mohawk Airlines crash in Albany. In the movie department, Denise Macksymowicz's introduction to **The Great Train Robbery** gave everyone a much better appreciation of this classic early film.

NARRAGANSETT BAY

At the January 28 meeting, Member Hollis M. Baird presented a slide and motion picture program devoted to the New Haven and several other local and western railroads. William T. Atwater and Gor-

don Q. Cochrane, Jr. showed current events movies and slides after the completion of the formal program.

AUGUSTA

Slides provided by individual members, as well as two short 16mm films, were shown at the April meeting.

The Chapter is taking steps to acquire Southern RPO car 4072 from Chatham Iron & Steel in Savannah, Ga. Former CofG 32904 is being rebuilt into an open-air car by various members, after its running gear was overhauled at the Southern's shops in Augusta.

CENTRAL OKLAHOMA

For the April meeting, Bill Turner and Ronald Wagoner showed 16mm movies and slides, respectively, of railroad scenes between Chicago and Denver.

DANVILLE JUNCTION

During the first quarter of this year, membership in the Chapter has doubled from that of a year ago.

A visit to the dispatcher's office of the L&N in Danville, Ill. highlighted the March meeting. Mr. Woody Wilson, dispatcher on duty, explained operation of the CTC machine to those present. Afterwards, a visit was made to Danville Industries, Inc., a freight car rebuilding company located in former shops of the C&EI. This company rebuilds cars for various railroads as well as for private operators.

ATLANTA

The Chapter's steam locomotive No. 750 traveled about 4000 miles on the Southern Railway System during 1971, coupled with SR's own steam locomotive No. 722. A visual portrayal of this travel was shown in a slide show entitled "Odyssey of the Summer of 1971", assembled by Chief Mechanical Officer Charles Harkleroad for viewing by members at the April meeting.

In an effort to acquaint the members with progress at the museum site, the May meeting was at the museum itself. A picnic was arranged by the newly-formed women's auxiliary, and additional activities were planned.

The museum is open to visitors from 1 pm to 6 pm on Sundays, with Henry J. Baldwin as host. A 2400-foot loop is nearing completion, inclement weather having prevented its opening earlier in the year.

Passenger coaches 1075 and 1078 have been leased for one year to the Augusta Chapter, for use on planned excursion trains. Other rolling stock is being readied for display; the Western Union tool car and engine No. 97 are examples of almost wholly restored pieces of equipment.

A collection of "O" gauge trains has been donated to the Chapter by Program Director Rutherford L. Ellis, Jr.



MEMBERSHIP EMBLEMS

Official NRHS membership buttons, tie clasps, decals, and cloth emblems available. Buttons and tie clasps are finished in an attractive combination of gold and green. Cloth emblems are washable and non-shrinkable, can be sewed on jackets, caps, etc. Decals suitable for either inside or outside of windows.

LAPEL BUTTONS (pin or screw back)	\$1.75 each
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CLOTH PATCH, 3" ROUND	.75 each
Lots of 10 or more to chapters,	.60 each
DECALS 3" ROUND, INSIDE OR OUTSIDE USE	.35 each
Lots of 3	1.00 per lot
Lots of 12 or more to chapters	3.00 per lot
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Send check or money order to **EVE WALKER, Chairman, Emblem Sales Com., c/o Masonic Nurses' Home, Elizabethtown, PA 17022**

NEW BOOKS

(Continued from Page 25)

This insult alluded to the assorted high jinks of the Chicago and New York political machines of the time. The former included such as "Hinky Dink" Kenna and "Bathhouse John" Coughlin of the First Ward, and the latter featured Boss Tweed, Boss Croker, Plunkett, etc. But it was long before the rise of Mafia influence in the New York-New Jersey area.

The panic of 1893 was not felt in the Pullman works until 1894. New car orders declined greatly in '94. In the face of this, the plant had heavy layoffs, wage reductions, speed-ups, etc. This created a new situation: the Pullman workers felt drawn together in a common plight. Eventually a strike ensued, complete with pickets. The strikers asked for support from the workers who operated the passenger and freight cars built by the Pullman workers. Drawn into this situation was America's outstanding labor leader — Eugene V. Debs — a man who totally rejected violence.

Saying it was necessary in order to keep the U.S. Mail moving, President Cleveland ordered the U.S. Army to see that the trains ran. Violence was provoked. What had escalated into the nation-wide railway strike of 1894 was smashed.

The 1894 strike also started a string of slow changes in the town of Pullman. George Mortimer Pullman died, aged 66, on October 19, 1897. Subsequently the Company gradually relinquished both political and economic control of the town of Pullman. Eventually it was annexed to Chicago. It slowly became just another old industrial district going downhill. Today we can still see it on the east side of the tracks as we ride by on the Illinois Central.

W.A.Z.

STEAM TRAINS OF THE SOO

By

Leslie V. Suprey, B&W Printers and Publishers, Mora, Minnesota, 3rd Edition, 1971, 96 pp. plus vii, \$8.95.

In a locale where rails roll across frozen tundra in winter and it is almost necessary to redig cuts after blizzards, railroading is tough! Just as the men had to be tough, so did the equipment. Never fancy or sophisticated, just plain durable and efficient machines were required to keep things rolling on the Minneapolis, St. Paul and Sault Ste. Marie Railway, unofficially after 1950 and officially since 1961, the Soo Line Railroad.

Because of its lack of glamour in steam and the distant location relative to high-activity areas of the country (during the steam era), rail historians tended to overlook what was going on in North Central United States.

Thanks to author Suprey, a comprehensive picture of the activities of the Soo and its predecessors has been documented for the future.

Mr. Suprey has taken a diverse assortment of elegant photographs and combined them with a minimum of text regarding the history of the line, its motive power and an all-time roster. The photographs are thoroughly captioned making the volume more of a picture story.

Unlike other motive power books, the author has only a small number of static $\frac{3}{4}$ views. More effective are the many aesthetically top quality action shots across

the length and breadth of the Soo. Production quality is very good.

Steam Trains of the Soo has been published in limited editions since 1962. We were pleased to have the opportunity to review a copy of the recent third edition. M.E.

DECAL CATALOG

Wm. K. Walther's, Inc., 4054 N. 34th Street, Milwaukee, Wisconsin 53216, 1972, 76 pp., Paperback, \$1.00.

The Walther's Company, noted for many years for its model railroading kits and supplies, has recently issued this Decal Catalog. Its interest to the rail historian is that it documents many past insignia and corporate identifications of today's railroads. Probably more defunct lines are represented than current ones, a tribute to the diversity of the Walther's line. Many are diagrammatically illustrated. The catalog is recommended as an unusual but significant contribution to your library. M.E.

MAIN LINES

(Continued from Page 23)

pointed committees to work on wage and rules problems before they come to a head, and with the National Railway Labor Conference toward other needed changes.

MIXED TRAIN — Canadian National's TurboTrains are expected to go back in service between Toronto and Montreal early in 1973. There will be three nine-car trains instead of five seven-car trains, with increased horsepower and other changes to improve reliability.

Final approval was given in late March by the ICC for the employees of C&NW to buy their railroad.

The Federal Department of Transportation celebrated its fifth birthday on April 1. Some people question if it has lived up to President Johnson's soaring prediction that it would make transportation "a convenience, a pleasure, a passport to new horizons of mind and spirit," but no one can deny Secretary John Volpe is a whirlwind of activity.

BN reports it costs less than 2 cents a pound to piggyback \$1.69 per pound sirloin steak from Denver to Chicago.

Southern Railway has dedicated a new freight classification yard at Savannah, Georgia, named the Dillard yard after William Dillard, lifelong employee and former president of the Central of Georgia. Another, the Siskin yard in Gadsden, Alabama, is named for Garrison and Mose Siskin, philanthropists who have contributed over \$3 million toward rehabilitation of the physically handicapped in the Chattanooga, Tenn. area.

Developments in transportation programs are reported in the spring 1972 issue of **Highway and Urban Mass Transportation**, a publication recently issued by the Federal DOT. Order from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Cost: 55 cents.

Then there's the story about the railroad president who kept a bowl of goldfish on his desk. "It wasn't that he liked goldfish," he said. "I just like to have something around here that opens its mouth without demanding a raise 'or we'll go on strike!'"

JOHN MOLSON

To the "purists" who have labouriously studied, catalogued and memorized the details of their favourite steam locomotives, the sight of a rather British, very small and very plain engine would appear as a bit of a surprise. It is a surprise! Any public display would certainly bring forth such inquiries as, "When was she built?", "Is it original?", etc. Interest would definitely be generated and that is to be desired.

We cannot refer to this unique machine as "her" or "she". The name is **John Molson** — therefore, all subsequent references should be in the male gender. This is not a totally unknown practice, but over the years since the Industrial Revolution machines such as locomotives, ships and the like have been referred to as "she" — probably because of their contrary nature.

There is no record of a contrary nature, but the original **John Molson** was built by Kimmonds and Dundee Company of Dundee, Scotland, in 1849, for the Champlain and St. Lawrence Railroad, the first public railway of Canada. He sported 66-inch driving wheels; therefore he was considered a speedy locomotive in his time. Between 1852 and 1857 he handled the fast mail from St. Lambert, P.Q. to Rouses Point, N.Y. — 42 miles in 75 minutes — including three stops for wood and water.

The original **John Molson** was retired in 1874, after 25 years of service. He spent his last years of that career on the Lachine Division of the Grand Trunk Railway of Canada, after that company had taken over the Champlain and St. Lawrence Railroad in 1863.

The **John Molson** replica now in operation at the Canadian Railway Museum represents the engine as he first appeared in 1849. He has been built from existing records and drawings of the original locomotive by a three-company Japanese consortium. The replica of the **John Molson** arrived at the Museum in the autumn of 1971, and began operating during that season.



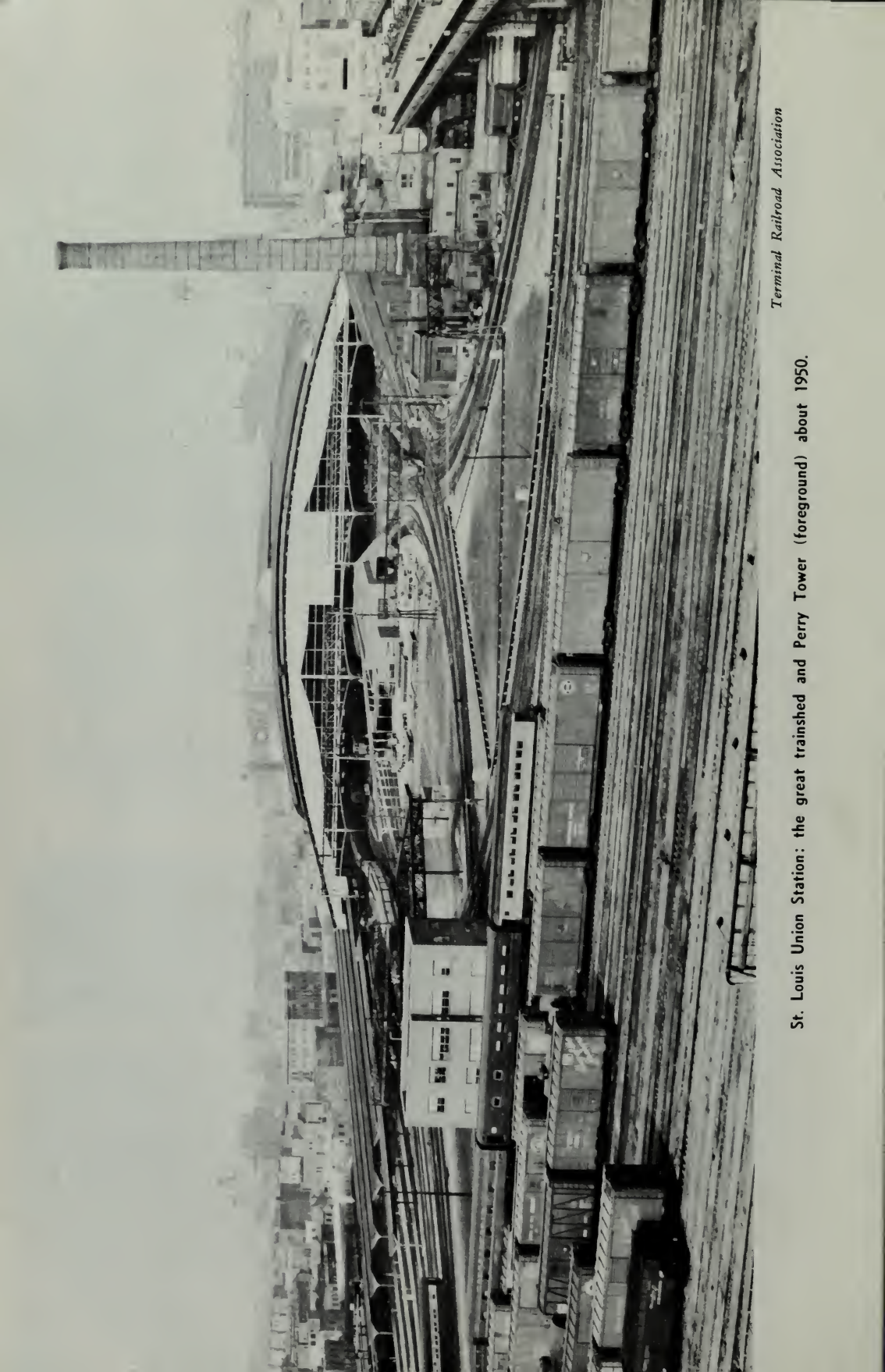
*Canadian Railway Museum,
courtesy of Sanborn S. Worthen*

Above, the **John Molson** of 1971 steams up to the reviewing stand at the Hays Building, Canadian Railway Museum, Saint-Constant, P.Q. on August 14, 1971 to be officially accepted by the Canadian Railroad Historical Association.

Patrick E. Purcell

Below, interior of the deserted train shed of St. Louis Union Station in 1971. Most of the tracks now serve only as a source of replacement rail for TRRA. (See page 16).





St. Louis Union Station: the great trainshed and Perry Tower (foreground) about 1950.

Terminal Railroad Association